

DATE: March 2, 2004

TO: Region Engineers
Region Delivery Engineers
Region Development Engineers
TSC Managers
Resident/Project Engineers
Region Construction Engineers

FROM: Larry E. Tibbits
Chief Operations Officer

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SUBJECT: Bureau of Highway Instructional Memorandum 2004-11
New Work Zone Signing Required by Law

On January 8, 2004, Governor Granholm signed a new law (Public Act 315 of 2003) redefining work zones and how we inform the motorist when in a work zone. The law becomes effective April 8, 2004.

Public Act 315 of 2003, (attached) amends Public Act 300 of 1949 to define the term “work zone” and replace various references to “construction zone” and “work area” in law.

The term “work zone” means a portion of a street or highway that meets any of the following as quoted from the law:

- 1. Is between a Work Zone Begins sign and an End Road Work sign.**
- 2. For construction, maintenance, or utility work activities conducted by a work crew and more than one moving vehicle, is between a Begin Work Convoy sign and an End Work Convoy sign.**
- 3. For construction, maintenance, surveying or utility work activities conducted by a work crew and one moving or stationary vehicle exhibiting a rotating beacon or strobe light, is between the following points:**
 - A point that is 150 feet behind the rear of the vehicle or that is the point from which the beacon or strobe light is first visible on the street or highway behind the vehicle, whichever is closer to the vehicle.**

- **A point that is 150 feet in front of the vehicle or that is the point from which the beacon or strobe light is first visible on the street or highway in front of the vehicle, whichever is closer to the vehicle.**

Under this Public Act, posting work zone speed limits will be required for all zones with Work Zone Begins and End Road Work signing.

For all stationary construction projects the Work Zone Begins (R5-18c) sign will be placed “D” distance after the last warning sign in the initial sign sequence. The Speed Limit (R2-1) sign is to be placed “D” distance after (toward construction) the Work Zone Begins sign. Per law, the speed limit for the work zone shall be posted whether the speed is reduced or not. Additional speed limit signs throughout the work zone beyond major intersections or interchanges (if existing signing is in not place) will also be required. The End Road Work (G20-2) sign now is a mandatory sign used in conjunction with the Work Zone Begins sign.

For moving operations such as pavement marking convoys, four additional signs are required. On the lead vehicle, a Begin Work Convoy (R5-18d) is placed on the front of the vehicle and an End Work Convoy (R5-18e) on the back. On the last vehicle in the convoy, the End Work Convoy sign will be placed on the front of the vehicle and a Begin Work Convoy sign on the back. This signing sequence enables moving convoys to switch between freeway and non-freeway operations without stopping to change the signing.

The schematics for the new signs and example maintaining traffic typicals are also attached. These changes to work zone signing are to be implemented by April 8, 2004. Both construction maintaining traffic and pavement marking convoy typicals will be updated and available soon on the Traffic and Safety website. For projects advertised prior to April 1, 2004, the additional sign quantities need to be negotiated with the contractor and added by Contract Modification. After April 1, 2004, all projects advertised must include the additional sign quantities and updated maintaining traffic typicals.

Chief Operations Officer

Engineer of Delivery

BOHD:T&S:JDC:gmb

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